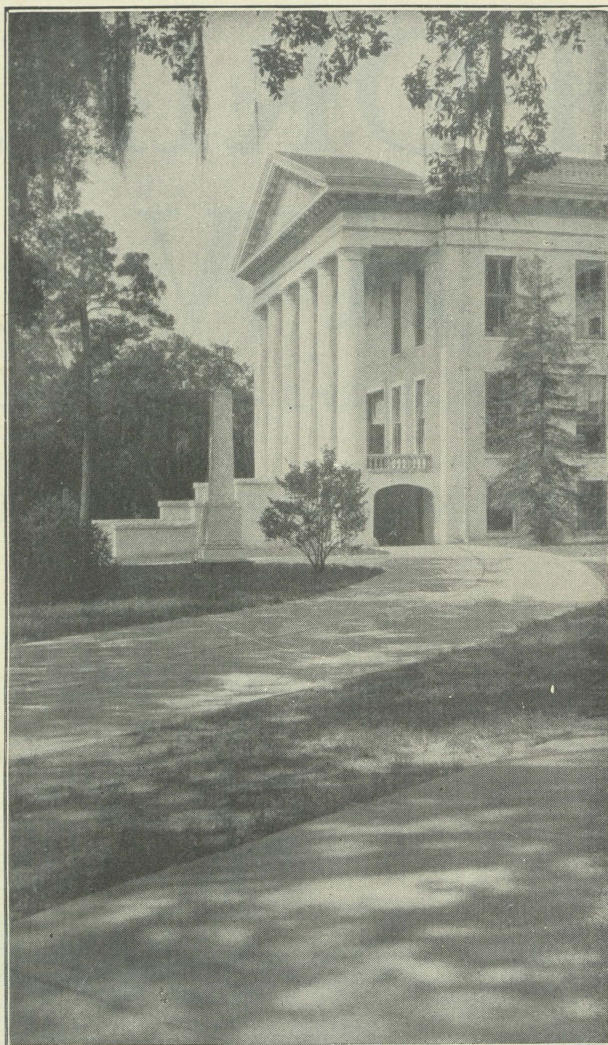


November, 1931

FLORIDA

Vol. VIII
No. 11



HIGHWAYS

NOVEMBER
1931

Transactions at Meeting of State Road Department Held at Marianna, November 12, 1931

PURSUANT to due and legal notice, a meeting of the State Road Department was held at Marianna on November 12 with all members present, as follows: Robert W. Bentley, Chairman, William A. Shands, Harry H. Wells, Ernest R. Graham and George B. Hills. B. M. Duncan, State Highway Engineer, L. K. Cannon, Assistant State Highway Engineer, B. A. Meginniss, Attorney for the Department, and H. J. Morrison, Federal Highway Engineer, were also in attendance.

Minutes Approved

On motion of Mr. Shands, seconded by Mr. Hills, the minutes of the meeting held at West Palm Beach on October 14 were duly approved.

State Road 28 Association

Messrs. J. E. Larson and J. W. Campbell appeared before the Department to urge that contract be let as early as possible for the bridges on that part of State Road 28 between San Mateo and Bunnell.

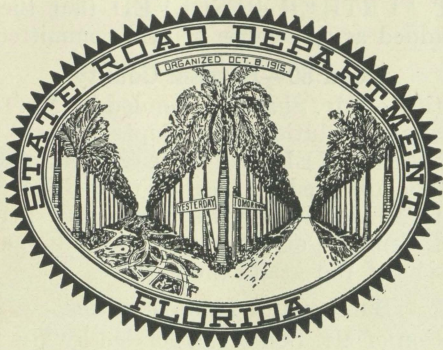
Projects 680 and 681

Claim of Siems, Helmers and Schaffner, Inc., and Johnson, Drake and Piper, Inc.

Senator J. Turner Butler of Jacksonville appeared before the Department and again presented the claim of Siems, Helmers and Schaffner and Johnson, Drake and Piper in connection with the construction of Projects 680 and 681, Bay County, bridges on Road 10. Mr. Butler renewed his clients' offer to arbitrate the matter and stated that he would send copies of the claim to all members of the Department within the next week.

Lake County—Road 2

Senator T. G. Futch of Lake County appeared before the Department to urge asphalt construction on that part of Road 2 between Tavares and Mount Dora and from Eustis to Project 53-D. He stated that he represented a great sentiment in his county and urged that the advertisement for bids be made on the basis of construction of asphaltic materials.



Florida Highways

Published Monthly
Official Bulletin of the State Road Department

PERSONNEL OF DEPARTMENT

ROBERT W. BENTLEY (*Bradenton*), *Chairman*
(*Official Residence, Tallahassee.*)

W. A. SHANDS, <i>Gainesville</i>	} <i>Members</i>
H. H. WELLS, <i>Chipley</i>	
GEORGE B. HILLS, <i>Jacksonville</i>	
ERNEST R. GRAHAM, <i>Pennsuko</i>	
KARL ROESCH, <i>Tallahassee, Secretary</i>	

PERSONNEL OF EMPLOYEES IN GENERAL CHARGE OF THE WORK OF THE DEPARTMENT

Engineering Division

B. M. Duncan, Tallahassee.....State Highway Engineer
L. K. Cannon, Tallahassee.....Ass't. State Highway Engineer
W. I. Nolen, Tallahassee.....Bridge Engineer
H. C. Weathers, Gainesville.....Testing Engineer
F. W. Berry, Jr., Tallahassee.....Office Engineer
W. L. Thorpe, Gainesville.....Supt. of Equipment

FIRST DIVISION R. K. Van Camp, Lakeland
Counties—Charlotte, Citrus, Collier, DeSoto, Glades, Hardee, Hendry, Hernando, Highlands, Hillsborough, Lake, Lee, Manatee, Pasco, Pinellas, Polk, Sarasota, Sumter.

SECOND DIVISION.....Leon B. Thrasher, Ocala
Counties—Alachua, Baker, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Jefferson, LaFayette, Levy, Madison, Marion, Suwannee, Taylor, Union.

THIRD DIVISION.....E. K. Fogg, Chipley
Counties—Bay, Calhoun, Escambia, Franklin, Gadsden, Gulf, Holmes, Jackson, Leon, Liberty, Okaloosa, Santa Rosa, Wakulla, Walton, Washington.

NORTH FOURTH DIVISION.....M. P. Philips, Jacksonville
Counties—Clay, Duval, Flagler, Nassau, Putnam, Seminole, St. Johns, Volusia.

SOUTH FOURTH DIVISION, R. L. Bow, West Palm Beach
Counties—Brevard, Broward, Dade, Indian River, Martin, Monroe, Okeechobee, Orange, Osceola, Palm Beach, St. Lucie.

Auditing Division

S. L. Walters, Tallahassee.....Auditor

B. A. Meginniss, Attorney for the Department,
Editor and Business Manager.

Application has been made for transmission through
the mails as second class matter.

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On motion of Mr. Hills, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that the Chairman be and he is hereby authorized and requested to take up with the Bureau of Public Roads the matter of its approval of the use of asphaltic construction on Project 53-D, Road 2, and request such approval if consistent with the Bureau's policy.

Leon County—Road 19—Ochlockonee River Bridge

Dr. C. M. Ausley, accompanied by the other members of the Board of County Commissioners of Leon County, stated that his Board desired to revise its offer heretofore made, to lend to the Department \$40,000 to be used in the construction of Ochlockonee River bridge on Road 19, to the extent of lending the Department the exact amount of the contract price which has been heretofore determined by bids received.

On motion of Mr. Wells, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that this Department do accept the offer of Leon County for the loan of the contract price for use in the construction of the Ochlockonee River bridge on Road 19 in Leon County, to-wit: the sum of \$34,986.32.

BE IT FURTHER RESOLVED that the Chairman and Attorney for the Department be authorized to prepare and have executed by the Chairman the agreement to carry out the purposes of this resolution, and

BE IT FURTHER RESOLVED that when said funds shall have been received, that contract with R. J. Arrington & Son be executed and the contractor authorized to proceed with the work.

Orange County—Road 22

Mr. C. Fred Ward appeared before the Department with further reference to the improvement of Road 22 in Orange County west of Orlando.

On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that the Chairman be and he is hereby authorized to advertise for bids for the surface treatment of Road 22 from Orlando to Winter Garden, the bids on same to be returnable to the December meeting of this Department.

Bay County—Road 10

There was presented to the Department a resolution adopted by the Board of County Commissioners of Bay County requesting that the forces now at work on Road 53 be removed therefrom on its completion to the surfacing of State Road 10 in Bay County west of Panama City. Judge Ira J. Hutchinson addressed the Department on this subject, urging the completion of this section of road.

On motion of Mr. Wells, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that the Chairman be and he is hereby authorized to advertise for bids for the oil necessary for use in the sand-asphalting of that section of State Road 10 from Panama City to the Choctawhatchee River, such bids to be returnable at the December meeting of the Department.

Bay County—Road 158

Sheriff O. E. Hobbs, Judge Ira Hutchinson and a large delegation from Bay County requested the Department to complete Road 158 from Lynn Haven to Road 20 just north of Panama City. They stated that

Bay County will turn over to the Department \$3,000 for use on this road.

On motion of Mr. Wells, seconded by Mr. Hills, the following resolution was adopted:

BE IT RESOLVED that an emergency be and the same is hereby declared and that this Department do take over for maintenance that portion of State Road 158 between Lynn Haven junction and Lynn Haven.

BE IT FURTHER RESOLVED that this Department do accept the \$3,000 tendered by Bay County and do proceed to complete the construction of said road.

Jackson County—Road 90

Mr. Chester N. Horne and Senator Hays H. Lewis appeared before the Department to ask that it comply with its promise heretofore made to place the first available convict crew on State Road 90 to assist county forces in the construction of same.

Highlands County

Mr. O. C. Parrish presented to the members an invitation to hold a meeting at Avon Park in Highlands County at the first convenient opportunity.

Walton County

Dr. L. F. Cawthon, Chairman of the Board of County Commissioners of Walton County, extended to the members an invitation to hold a meeting at DeFuniak Springs in the near future.

Walton County

Mr. Wells, member of the Department, presented to the members a telegram received from W. I. Stinson of Walton County threatening suit to enjoin the letting of contract on Road 218 and the work on Road 52 and further litigation to carry out the agreement between Walton County and the Road Department relative to Road 10 and the Choctawhatchee River bridge thereon.

Arches Over State Roads

There was again presented to the members the request of Mr. Isom Beasley for permit to place arches over state roads at points to be selected by the Department, in line with his application heretofore made.

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED that the application submitted by Mr. Isom Beasley for permit to construct advertising arches over state roads be and the same is hereby denied.

Monroe County—Road 4-A—Toll Bridges

Mr. George J. Rosenthal appeared before the Department in person in connection with his proposal to construct toll bridges on Road 4-A between Key West and the mainland, the same to be leased by the State Road Department under the terms of Chapter 15024 (H. B. 910) enacted by the Legislature of 1931. After discussing the matter informally, the following resolution was on motion of Mr. Hills, seconded by Mr. Shands, duly adopted:

BE IT RESOLVED that the committee heretofore appointed and consisting of Mr. Graham and the State Highway Engineer and the Attorney for the Department be and the same is hereby continued for the further investigation of the proposal of Mr. Rosenthal and his associates relative to the construction and leasing of a toll bridge on Road 4-A between Key West and the mainland.

BE IT FURTHER RESOLVED that the Chairman be added as a member of said committee.

Road 80—Putnam County

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED that the engineers of this Department be directed to locate State Road 80 from Melrose to McMeekin for the purpose of permitting the Bond Trustees of Putnam County to undertake construction of the grade thereon.

Sumter and Lake Counties

On motion of Mr. Bentley, seconded by Mr. Shands, the following resolution was adopted:

WHEREAS, this Department at its meeting held at West Palm Beach in October adopted resolutions accepting county convicts from the counties of Sumter and Lake, to be used under certain conditions; and

WHEREAS, there has developed a misunderstanding as to the purport and intent of said resolutions,

NOW, THEREFORE, BE IT RESOLVED that the said resolutions be modified so as to make it clear that the Department will accept the use of said county convicts, provided however that the said counties shall furnish all materials, machinery and equipment necessary to the proper use of said convicts, it being the purpose and intent of this Department that it shall be liable only for engineering supervision, guarding and the transportation of such convicts, the counties to clothe, house and feed the same and furnish all necessary materials, machinery and equipment.

Project 820—Road 96—Jefferson County

The Attorney for the Department presented to the members a letter from the attorney for Detroit Fidelity & Surety Company, surety on the contract bond of H. D. Spangler & Company on Project 820, Road 96, Jefferson County. In this letter the surety requested that the final estimate on said project be paid upon the furnishing of an affidavit that all lienable claims have been paid and that there are no suits pending except such claims and such suits as to which they deny liability. That the surety at the time of the issuance of the warrant in payment of such final estimate will transmit drafts in settlement of all lienable claims on the project.

On motion of Mr. Hills, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that the Attorney and Engineer of this Department be authorized to arrange for the payment of the final estimate on Project 820 in accordance with the request this day submitted by Detroit Fidelity and Surety Company.

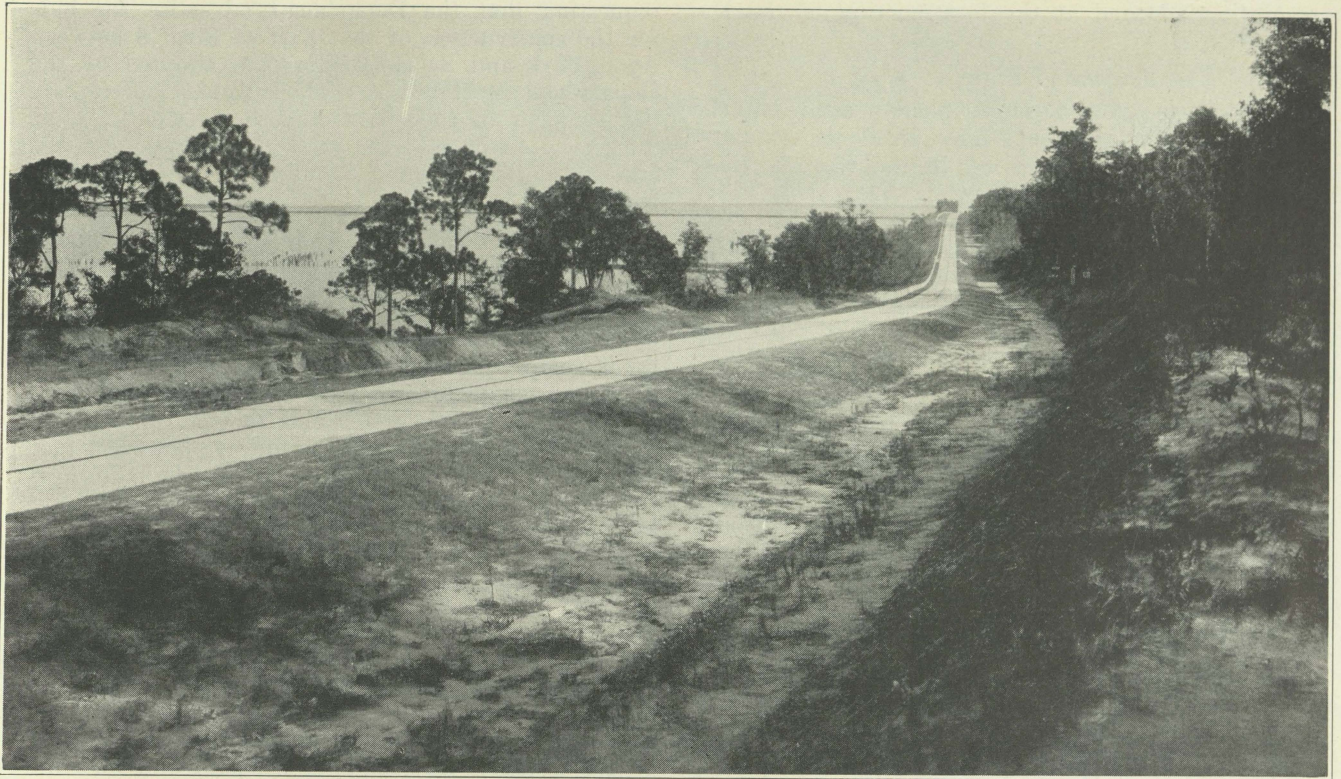
BE IT FURTHER RESOLVED that such settlement shall not be made until the Attorney for the Department shall be satisfied that the terms of said offer have been carried out.

Project 78-A—Fort Lauderdale Florida Gas Company

There was presented to the members a request from the Fort Lauderdale Florida Gas Company for a permit covering the installation of a $\frac{3}{4}$ inch gas line under State Road 4 on Project 78-A, such installation to be jacked under the pavement without any damage thereto.

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

WHEREAS, Fort Lauderdale Florida Gas Company has filed its application for a permit covering the installation of a $\frac{3}{4}$ inch gas pipe line under the



Federal Aid, Road 1, Escambia County

concrete pavement on Project 78-A, Road 4, as shown by plat attached to said petition.

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that permission be and the same is hereby granted to Fort Lauderdale Florida Gas Company to construct said $\frac{3}{4}$ inch gas pipe line under the concrete pavement on said project in accordance with its written application this day filed with the Department, and subject to all the terms and conditions herein set out.

BE IT FURTHER RESOLVED that the consent hereby given is conditioned upon said corporation:

(1) Filing with this Department a good and sufficient corporate surety bond, in the sum of \$5,000, conditioned to restore in as good condition as when displaced, such portion of said road as may be disturbed and in a manner satisfactory to the Engineer for the State Road Department.

(2) That such construction shall be done under the supervision of and in accordance with the direction of the engineer of the Department covering such installation.

(3) To arrange with and protect other public service corporations and/or public utilities using or occupying the right of way of said road prior to its occupancy by the Fort Lauderdale Florida Gas Company.

(4) To pay to the Department the amount of said Department's engineering expenses necessary in the supervision of the construction of said work.

(5) To accept the terms of this resolution and to commence actual construction in good faith within twenty days from this date.

Permits for Gas and Water Pipe Lines

On motion of Mr. Shands, seconded by Mr. Hills, the following resolution was adopted:

WHEREAS, there are presented to this Department from time to time requests for permits for the instal-

lation of water and gas pipe lines along state roads; and

WHEREAS, it has been customary for the State Road Department to act upon each request by formal resolution; and

WHEREAS, it is in the interest of expediting such permits that general authority be conferred upon the Chairman of this Department to execute such permits for and on behalf of the Department,

NOW, THEREFORE, BE IT RESOLVED that the Chairman of the State Road Department be and he is hereby authorized and directed to execute and deliver for and on behalf of the State Road Department of Florida all permits with water and gas companies or municipalities operating same as may from time to time be presented by application from said companies;

BE IT FURTHER RESOLVED that all such permits shall require a good and sufficient corporate surety bond to restore in as good condition as displaced such portion of road as may be disturbed; that all such installations shall be done under the supervision and in accordance with direction of the engineer of the Department; to arrange with and protect other public service corporations using or occupying the right of way of the road; to pay the Department the amount of its engineering expense in connection with the supervision of the work, and that the licensee will accept the terms of the permit and commence actual construction in good faith within twenty days from its date.

State Road 48

The State Highway Engineer presented to the members a report from the Testing Engineer stating that Road 48 between Starke and Raiford is not suitable for mixed-in-place asphalt construction. This report was presented in compliance with the terms of a

resolution adopted at the last meeting of the Department.

Project 77 Right of Way

The Attorney for the Department presented to the members bill of Marianna Lime Products Company for attorney's fees expended in the trespass cases of Blackburn and Cutchin who were convicted of trespass in connection with the construction of a drainage ditch in Jackson County. The defendants after the conviction were pardoned by the State Pardoning Board but the attorney's fees were incurred in their defense after they had entered upon the lands in question under direction of the Project Engineer of the Department.

On motion of Mr. Wells, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that the bill for \$51.20 for attorney's fees submitted by Marianna Lime Products Company in connection with the cases of H. A. Blackburn and Dave Cutchin be and the same are hereby approved for payment and ordered paid by this Department.

Road 14—Lots at Hawthorne

The Chairman presented to the members a letter from W. J. Oven, Attorney for the Seaboard Air Line Railway, in which it was requested that the Department make payments for lots belonging to the railroad company at Hawthorne. The letter undertook to show that the lots are worth more than the \$50 appraisal which has been placed on same by the Department. After some discussion it was the consensus of opinion that the Department is not justified in increasing its offer.

Bonds Owned by the Department

The Chairman presented to the members a letter from Mr. Clifton W. Orr offering to purchase bonds now held by the Department, as follows:

- \$ 7,000 Dixie County Time Warrants @ 75
- \$12,000 Hamilton County Bonds @ 75
- \$25,000 St. Johns County Bonds @ 75

On motion of Mr. Hills, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED that this Department does adopt a recommendation of its Chairman that the offer of Mr. Clifton W. Orr for certain bonds owned by the Department or held by the Department in trust for Columbia County be rejected, and that it is the judgment of the members that the bonds in question are worth more than the amounts offered.

Road 27—Use of Canals

The Chairman presented to the members a letter from Tidewater Cypress Company requesting permission from the Department to use the canals along the Tamiami Trail for barging or floating logs and lumber and other products from their proposed mill-site to Miami and supplies from Miami to the mill-site.

On motion of Mr. Hills, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED that the request of Tidewater Cypress Company for the use of canals along the Tamiami Trail be referred to the Chairman for investigation and report at a later meeting of this Department.

Highlands County—Road 8

The Chairman presented to the members a letter from the County Commissioners of Highlands County

requesting that the Department advertise for bids for the construction of that part of Road 8 between Avon Park and Sebring on a plan adopted by the Department in other cases which would contemplate the payment of the first estimate six months after the execution of said contract. To the request was attached letters from a number of reputable contractors in which they stated that they would be willing to place bids for said work on this basis.

On motion of Mr. Bentley, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that plans be prepared for the construction of that section of Road 8 in Highlands County between Avon Park and Sebring, and upon the completion thereof that the Chairman be authorized to advertise for bids for the construction of said road with the understanding, however, that the first estimate for said work will not be paid until six months after the execution of said contract, and one monthly estimate to be paid each month thereafter until completion.

Project 72-A—Road 28—Putnam and Flagler Counties

The Attorney for the Department presented to the members a request submitted by Murphy Construction Company that final estimate on Project 72-A, Road 28, Putnam and Flagler Counties, be paid on its affidavit that all bills are paid and no suits are pending in connection with the work done, except four suits which are now pending and which are listed by it in the said affidavit, which affidavit is accompanied by the formal and usual consent of the surety to the payment of such final estimate. The contractor further offers to leave with the Department the sum of \$2200 as a protection against said suits, the amount of which aggregates \$1985.00.

On motion of Mr. Hills, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that the Attorney and Engineer for this Department be authorized to arrange for the payment of the final estimate to Murphy Construction Company on Project 72-A, Road 28, in accordance with the terms of the proposition above set forth.

BE IT FURTHER RESOLVED that there be retained from said final estimate as a protection against the suits mentioned the sum of \$2200.00.

Project 1029—Road 218

On motion of Mr. Wells, seconded by Mr. Shands, the following resolution was adopted:

WHEREAS, this Department on November 10th received bids for the construction of Project 1029, Road 218, Walton County; and

WHEREAS, it now appears that the county has not secured for the Department the necessary right of way; and

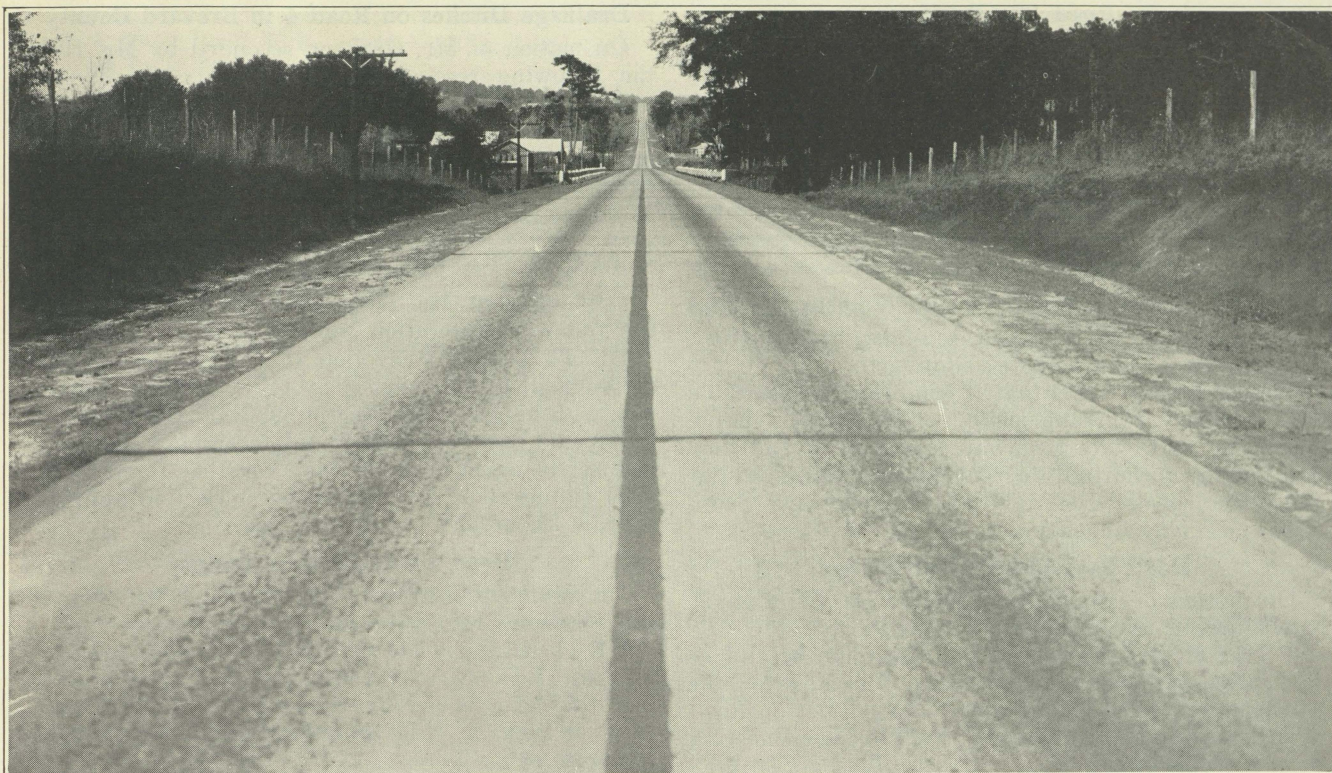
WHEREAS, it further appears that litigation has been threatened by a citizen of said Walton County to enjoin the letting of said contract,

NOW, THEREFORE, BE IT RESOLVED that all bids received for the construction of such project be and they are hereby rejected.

Award of Contracts

On motion of Mr. Wells, seconded by Mr. Shands, the following resolution was adopted:

WHEREAS, this Department on November 10, 1931, received bids for the construction of a certain



Road 10, Plain Cement Concrete, Leon County

project and for the furnishing of certain material and supplies as hereinafter listed; and

WHEREAS, the firms and individuals hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE BE IT RESOLVED that contracts be and they are hereby awarded for the construction of such projects and for the furnishing of such materials and supplies, as follows:

Construction

Project 3-A Walton County McVay Lindsey
& Son\$11,697.78
(This award is subject to approval and confirmation by the U. S. Bureau of Public Roads and the U. S. Forestry Service.)

Materials

Project 79-A—Road 4—Duval County

Cement Florida Portland Cement Company \$1,755.60
Reinforcing Steel Marshal Spencer & Company 1,249.91
Gravel Shands & Baker 1,727.25
Sand Shands & Baker 619.81

Project 533—Road 2—Marion County

Macasphalt Macasphalt Corporation of Fla.....\$3,415.50
(For SAL Ry. delivery)

Expense Accounts Approved

On motion of Mr. Bentley, seconded by Mr. Shands, the expense accounts of the members were approved.

Brevard County—Road 191

On motion of Mr. Graham, seconded by Mr. Hills, the following resolution was adopted:

BE IT RESOLVED that this Department do take over for maintenance State Road 191 known as the Malabar Road in Brevard County, and that Brevard County be authorized to construct the grade on said road, at a cost however not to exceed \$10,000, such

cost to be reimbursed to said county by this Department during the year 1932.

Martin County—Roads 4 and 140—Connection at Stuart.

On motion of Mr. Graham, seconded by Mr. Hills, the following resolution was adopted:

BE IT RESOLVED that the Chairman be and he is hereby authorized to advertise for the necessary materials and to construct with state forces the connection between Roads 4 and 140 in Martin County at Stuart.

Road 119—Titusville to Road 22

On motion of Mr. Graham, seconded by Mr. Hills, the following resolution was adopted:

BE IT RESOLVED that this Department do proceed to the construction of the gap of one mile in Road 119 between Titusville and Road 22 and that the Chairman be and he is hereby authorized to advertise for bids for the necessary materials to do such work.

Bank of Chipley

Mr. Wells brought to the attention of the Department the fact that O. J. Semmes, Jr., Project Engineer for the Department, had \$85.00 of Department funds which had been delivered to him for the payment of express etc. in the Bank of Chipley at the time of the closing of said bank.

On motion of Mr. Wells, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that O. J. Semmes, Jr., be and he is hereby relieved of responsibility for the sum of \$85.00 of Department funds which were in the Bank of Chipley at the time of its closing.

BE IT FURTHER RESOLVED that the said Semmes be and he is hereby directed to secure and assign to this Department a receiver's certificate covering said deposit.

Road 39—Bonifay

On motion of Mr. Wells, seconded by Mr. Hills, the following resolution was adopted:

BE IT RESOLVED that this Department do proceed to complete the surface treatment of Road 39 through Bonifay as soon as it is ready to receive such surface treatment; and

BE IT FURTHER RESOLVED that the sum of \$3070.00 or so much thereof as may be necessary be and the same is hereby appropriated for such work.

Road 44—Brevard, Seminole and Volusia Counties

On motion of Mr. Graham, seconded by Mr. Hills, the following resolution was adopted:

BE IT RESOLVED that if conditions are suitable and satisfactory arrangements can be made, that the Chairman and State Highway Engineer be and they are hereby authorized to rent private draglines for use in the construction of Road 44 in Brevard, Seminole and Volusia counties.

Road 3—Nassau River Bridge

On motion of Mr. Hills, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that the Chairman be and he is hereby authorized to advertise for bids for the construction of the bridge over Nassau River on Road 3, such bids to be returnable at the December meeting of this Department.

Rock Deposit in Jackson County

On motion of Mr. Hills, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED that there be and there is hereby appropriated an additional sum of \$1,000 to be expended in the investigation of the rock deposit in Jackson County.

Sand Asphalt Construction

On motion of Mr. Hills, seconded by Mr. Graham, the following resolution was adopted:

WHEREAS, the experience of this Department to date indicates mixed-in-place pavement to be a type which may prove of substantial value and importance for further possible extensive use both by this Department and by many of the political subdivisions of this State because of the low costs of that type of construction resulting from the large proportion of local materials employed therein; and

WHEREAS, the methods of construction, the types of materials and the technical proportioning thereof productive of best results have been found to vary substantially in different localities; and

WHEREAS, it is to the interest of this State that some competent agency assemble and maintain all available information pertaining to the adaptability of that type of construction under various local conditions and to the methods best adapted to the securing of the most favorable results therein,

NOW, THEREFORE BE IT RESOLVED that the State Road Department assemble and maintain full record of both technical data and construction methods relating to that type of construction as the same may result from its investigations, its operations and its experiences; that the laboratory and the field forces of this Department cooperate therein; and that such records and data, together with the technical advice of this Department in problems of construction of mixed-in-place pavement be held at all times available to the several political subdivisions of this State and their engineering representatives.

Drainage Ditches on Road 4 in Brevard County

On motion of Mr. Graham, seconded by Mr. Hills, the following resolution was adopted:

BE IT RESOLVED that the Engineer be authorized to commence work at once on the drainage ditches on Road 4 in Brevard County provided he can make proper and satisfactory arrangements with the county as to machinery and equipment to be used in such work.

Project 593—Suit

On motion of Mr. Hills, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that in the event that legal action shall be commenced by C. F. Lytle in connection with his claim on Project 593, that the Chairman be and he is hereby authorized to employ additional counsel to assist the Attorney for this Department, such employment however to be subject to approval by this Department at its next meeting.

Road 1—Santa Rosa County

On motion of Mr. Hills, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that the matter of the routing of State Road No. 1 through the town of Milton be and the same is hereby referred to the Chairman, Member Wells and the State Highway Engineer with power to act.

Road 28

On motion of Mr. Hills, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that it is the sense of this Department that bids for the construction of the bridges on Road 28 shall be advertised for opening at the February meeting of this Department.

Emergency Landing Fields

On motion of Mr. Hills, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that this Department do request the United States Department of Commerce to send its technical advisers to Florida to confer with the officials of this Department as to the program which should be adopted and carried out by the Department in connection with the construction of emergency landing fields under the provisions of Chapter 14643, Laws of 1931.

BE IT FURTHER RESOLVED that there be and there is hereby appropriated a sufficient sum to defray the expenses of the officials of this Department in such conferences and negotiation.

Correction of Minutes

On motion of Mr. Graham, seconded by Mr. Hills, the following resolution was adopted:

WHEREAS, it appears that the resolution herein-after set out was omitted from the transcription of the minutes of the meeting of the Department held at Tallahassee on April 8, 1931,

NOW, THEREFORE, BE IT RESOLVED that said minutes of the meeting held April 8, 1931 be and they are hereby corrected to include the following resolution:

Road 4—Broward County

On motion of Mr. Graham, seconded by Mr. Hills, the following resolution was adopted:

WHEREAS, this Department has found and determined, and does hereby find and determine, that it is necessary, wise and expedient to secure by condem-

nation the lands necessary for a drainage ditch on Project 63-C, Road 4, Broward County, through the lands of R. F. Helton.

NOW, THEREFORE BE IT RESOLVED, that the County Commissioners of Broward County be and they are hereby requested to secure by purchase or condemnation from the said R. F. Helton the following described land to-wit:

A strip of land forty (40) feet in width, being twenty (20) feet on either side of the center line of a proposed drainage ditch, and being the north forty (40) feet of the west half of the NE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 30, Township 48 South, Range 43 East, lying and being situated in Broward County, Florida, containing 0.7 of an acre, more or less.

BE IT FURTHER RESOLVED, that the said County Commissioners be, and they are hereby authorized to use the name of this Department in any condemnation proceeding necessary to carry out the purposes of this resolution; and

BE IT FURTHER RESOLVED, that in the event that they shall use the name of this Department, that

their attorney be and he is hereby authorized to prepare, execute and file all necessary pleadings, affidavits and documents in connection therewith, and prosecute such action to completion.

Resolution of Thanks

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, that the thanks of this Department be extended to the City of Marianna and to the County of Jackson, and to the citizens of said county and city, for courtesies which have been extended to the members at this meeting of the Department.

BE IT FURTHER RESOLVED, that the gratitude of the members of this Department is hereby expressed to the Chipola Hotel for its courtesies and to Mr. A. M. Lewis for the delightful dinner tendered by him to the members of the Department on last evening.

On motion of Mr. Shands, seconded by Mr. Hills, the Department was adjourned to meet at Tallahassee on Wednesday, December 9th.

Highway Safety

An Address Delivered by H. C. Weathers, Testing Engineer of the State Road Department, Over Radio from Station WRUF, Nov. 10, 1931.

IF some great and unexpected catastrophe suddenly should kill 33,000 people and seriously injure nearly a million others in this great country of ours, every citizen would be shocked and grieved. Nothing in his power would be left undone to prevent another such catastrophe. This is exactly what happened on the public highways last year. But the catastrophe was distributed over a period of twelve months throughout the United States.

The automobile death curve is continuing upward. In 1930 eighteen hundred more people were killed on the public highways than in 1929. The number of persons killed annually in highway accidents has been increasing steadily. In 1922 there were 19,000 persons killed, as compared with 33,000 last year. Over 50 percent of the fatalities last year were pedestrians, many of whom were responsible for accidents.

With such an annual toll on the highways, such an increase in the death rate of both motorist and pedestrians, it is high time for drastic changes and a sincere effort to stop this annual harvest of deaths.

Just why are there so many accidents and deaths on the highways? Just why does the United States lead all other countries in highway accidents and deaths? Let us review the causes of this annual destruction. In all the accidents that caused the death of 33,000 persons last year apparently one or more of three things was at fault—the motor vehicles, the highways, or the individuals involved in the accidents.

Only a few years ago many accidents could be traced to the automobile—a broken wheel, a bad steering gear, poor brakes, motor trouble, or some other weakness. Today this cause of accidents practically has been overcome. Automobiles come from the factory in perfect condition. An accident caused by a broken wheel or poor steering gear practically is unknown. Motor vehicles are easy to control, easy to steer, and are equipped with bountiful power and excellent brakes. Statistics show that less than five percent of

the accidents are due to any mechanical weakness of the machine.

This perfect condition of the automobile as it leaves the factory must be maintained by the driver through periodic inspections. He must see to it that the brakes are well adjusted, that the steering gear is in the best condition, and that the headlights, horn, and mirror comply with the principles of safety. If the automobile is kept in the same condition as received from the factory, one of the important causes that contributes to accidents is eliminated.

Our next major cause of highway accidents is the highway itself. Only a few years ago many accidents resulted from the poor condition of our highways. In general the roads were narrow and contained many sharp curves; they were muddy in wet weather and dusty in dry weather. There were few warning signs and practically no direction signs. Large advertising signs placed at intersections often created a great hazard to traffic and caused many accidents. Railroad grade crossings were unprotected and without signals. The surface often was slippery, inadequate, and constructed without regard to the type or character of the traffic.

Recent years, however, have seen a great improvement in the condition of the highways. Engineer leaders in state highway commissions, counties, and cities through research have determined the reasons that caused or contributed to accidents. Now highways are being constructed so that they are no longer a major cause of accidents. The engineers are now building safety into the highways. The roads are now built for the comfort, convenience, utility, and safety of the user. The alignment is being straightened. Roads are wider, and the curves are widened and banked so that reasonable speed may be maintained with safety. Traffic lanes for the guidance of drivers divide the road, particularly on curves and at the tops of steep hills. Where the road follows

a cliff or steep bank, a guard rail is erected to aid the motorist and to protect him in case the car gets out of control. Warning signals are placed at points of danger. Sight distances have been increased. The intersecting roads have been made visible. Hedges and brush have been removed from the highways. Many of the dangerous railroad crossings that once claimed human life with startling regularity have given way to beautiful and safe structures separating the railroad from the highway. Grade crossings that remain usually are protected by watchmen, lights, moving signals, or bells. Many of the old dusty and muddy earth roads have been covered with bituminous treatments eliminating the old-time dust nuisance and hazard. More important highways are being paved. The dangerous, narrow, one-way bridges are being replaced with wide bridges having adequate approaches.

Where traffic is large and heavy, the roads have been widened. Belt lines, in many cases, carry traffic around rather than through cities. At city entrances, wide roads are being constructed to avoid congestion and confusion of traffic.

Maintenance men and patrolmen, enthusiastic in the cause of good roads and highway safety, are doing everything they can to encourage safe roads and careful driving.

Evident facts require that highway development be continued, not only for the sake of safety but also to provide for the needs of traffic. This work of road construction and betterment must not stop. It is the life blood of commerce, the means of communication, the economy of transportation, and the standardization of social welfare.

And so we see two of the three elements that have contributed to accidents in the past being removed by science and modern engineering. The third and largest element is hard to cope with, though when appealed to it always responds and contributes its share to safety.

This third element is the individual, either as a motorist or a pedestrian.

Highway safety will never come until the individual driver assumes his share in bringing about safety. It is an individual responsibility—yours and mine.

A perfect automobile in the hands of a careless and discourteous driver, even on a safe road, may strew that highway with numerous casualties. With the highways and vehicles made safe, it behooves the motorist and pedestrian to observe courtesy and caution and thus contribute their share to highway safety.

The greatest blame for the fearful loss of human lives is now laid at the door of the individual, either as a motorist or an unwary pedestrian. Many individuals display the wrong attitude towards others on the highway. This attitude appears to be just plain selfishness—not admitted by the individual.

The individual may be in poor physical condition, may be incompetent to drive properly, or, more often the case, be indifferent to the rights of others on the highway.

People in poor physical condition or unable to learn to drive may be kept off the highways by proper legislation. It is harder to cope with the selfish individual who disregards the rights of others, or is careless.

Nearly four-fifths of the vehicles involved in the increasing accidents are private cars. Statistics show

CONTRACTS AWARDED BY STATE ROAD DEPARTMENT

January 1st, 1931, to November 16th, 1931.

FEDERAL PROJECTS

Proj.	Road	County	Contractor	Length Feet	Length Miles	Contract + 10%	Type
73-C	17	Polk	John J. Quinn, Inc.		5.22	\$ 165,480.74	Concrete
67	50	Suwannee-Hamilton	Austin Bros. Bridge Co.	461.5		51,993.04	Concrete
60-B	4	Flagler-Volusia	Fred D. Beasley, Inc.	570		107,566.27	Concrete
72-A	28	Putnam-Flagler	Murphy Const. Co.		11.16	92,685.56	Grade
72-C	28	Flagler	Murphy Const. Co.		11.79	121,426.15	Grade
76-A	5	Hillsborough	Johnson, Drake & Piper		10.31	374,163.81	Concrete
78-A	4	Broward	Morgan-Hill Paving Co.		6.28	287,639.15	Concrete
60-C	4	Volusia	Rutherford Const. Co.		8.70	365,848.01	Concrete
78-B	4	Broward	Dudley-Murphy Const. Co.	102		26,515.99	Concrete
77	1	Jackson-Washington	Van Gordon Const. Co.		9.66	240,915.52	Concrete
80	17	Hillsborough	John J. Quinn, Inc.		2.67	105,658.75	Concrete
81	14	Alachua	L. M. Gray		3.30	108,976.94	R.B.S.T.
83	5	Sarasota	E. F. Powers Const. Co.		9.20	262,421.37	R.B.S.T.
3-A	218	Okaloosa	McVay Lindsay & Son		9.17	12,867.55	Sand Clay
Sub Total				1,133.5	78.76	\$2,324,158.85	

STATE PROJECTS

Proj.	Road	County	Contractor	Length Feet	Length Miles	Contract + 10%	Type
879-B	1	Escambia	Soule Contracting Co.	64		\$ 9,895.62	Concrete
892	30	Indian River	Fred D. Beasley, Inc.		13.0	161,914.84	Rock Base
706-B	28	Putnam	T. B. Gillespie, Inc.		14.91	178,153.44	Rock Base
623	35	Madison	Manly Const. Co.		12.13	134,921.07	Rock Base
727	47	St. Johns	F. K. Webb & Associates		4.59	59,974.84	Rock Base
918	0	Gadsden	John E. Ballenger Const. Co.		1.49	31,474.31	R.B.S.T.
806-D	25	Hendry	Thomas Const. Co.	150		10,486.54	Timber
909-C	4-A	Dade	A. B. Curry Const. Co.		4.38	126,529.55	Concrete
952	3	Putnam	John E. Ballenger Const. Co.		.37	14,550.95	R.B.S.T.
710-D	17	Hillsborough	John J. Quinn Co., Inc.		.92	40,989.65	Concrete
893	30	Osceola	Faulk & Coleman		10.50	45,760.00	Sand Asph.
868-A	5	Levy	Duval Engr. & Contr. Co. and L. B. McLeod Const. Co.		7.33	63,608.44	R.B.S.T.
868-C	5	Levy	Duval Engr. & Contr. Co. and L. B. McLeod Const. Co.		12.76	133,784.97	R.B.S.T.
779-B	19	Leon-Liberty	R. J. Arrington & Son	731		38,848.95	Timber & Concrete
Sub Total				945.0	82.38	\$1,050,529.17	
Grand Total				2,078.5	161.14	\$3,374,688.02	

that accidents among commercial cars and taxicabs are decreasing.

Speeding still holds as one of the greatest traffic violations in fatal accidents; pedestrians crossing between intersections is also a major violation. Within cities no more accidents occur at intersections than at other points. Unfamiliarity with the regulations or existing conditions is an important reason for accidents. Many accidents are caused by drivers under the influence of liquor. Nearly 50 percent of the fatal accidents occur in the daylight, and the greatest number occur in the late afternoon during winter days and between the hours of 4 and 8 in the summer. The greatest number of fatal accidents occur between July and December with the peak usually in October.

While there has been a general increase in fatal accidents, some of the states show a decrease. Last year Rhode Island lead with a decrease of 20 percent and Connecticut came second with a decrease of 16 percent. At the other end of the list, fatalities in New Mexico increased 47 percent and Iowa 48 percent.

The number of fatal accidents is being influenced by the Driver's License Law. In states that require a driver's license the fatal accidents were reduced 29 percent—a sufficient argument for such a law. This law requires the examination of the applicant to see if he is physically fit to drive, if he understands all the regulations, and if he can handle a car sufficiently well to go on the highway. Opposition to such a law is disappearing fast; it will not be long before every state in the Union will require all drivers to pass an examination. Such a law properly enforced is a long step toward making the highways safe.

One study shows that the so-called expert driver causes 90 percent of an important group of accidents. Many drivers, cool in the face of danger and level headed, travel at top speed whenever opportunity offers, cut in and out of traffic lines with little regard for the other fellow, pass cars on hills and curves to save a few seconds of time. They make it well when things go well. But the records show that by this wrong attitude towards others on the highway, the so-called expert drivers scatter injuries and death, oftentimes to the innocent who are endeavoring in every way to adhere to the rules of highway safety.

Why is it that some men who practice every form of courtesy in the home and office can forget consideration of others when sitting behind a steering wheel. They become inconsiderate monsters, guiding heavy machines down the highways at unreasonable speed, cutting in and out of traffic, transgressing the laws of road and decency, and causing injury, suffering and death.

This same person would probably be the first to rush the injured to the hospital, the one to offer up the strongest prayer that the injury caused by his thoughtlessness and discourtesy should be corrected or cured. Sometimes these prayers are answered; but oftentimes one more death is added to the annual toll simply because of a wrong attitude toward others on the highway.

And so we see the answer to highway safety is in the domain of the individual—either motorist or pedestrian. More particularly is it in that part of the man that controls road courtesy and sportsmanship.

We see three major factors that cause highway accidents—the vehicle, the highway, and the individual. We see the causes of the accidents due to ve-

hicles reduced to practically nothing. We see betterments and improvements that are building safety into the highways, and it will not be long before all roads are reasonably safe. This work of road building and maintenance must continue. We see in the attitude of the individual the possibility of reducing accidents.

The time may come when each individual will take it upon himself to contribute his part to highway safety. Then selfishness and discourtesy will be transformed into a consideration for the rights and feelings of others. Selfishness will give way to courtesy and caution, and it will be unsportsmanlike and unpopular to cheat while driving on the highway.

Then we shall have safe highways. The annual toll of thousands of dead and hundreds of thousands of injured will pass into history to be remembered only as the period of time before selfishness gave way to courtesy and caution.

A Welcome Letter

The following letter received by the Chairman recently is naturally very gratifying to the State Road Department, in that it evinces a sentiment complimentary to the work of State Road construction and maintenance which is being done in Florida:

From the desk of—
JAMES C. CASSELL

November 6,

Gentlemen,

As I wrote you on our arrival here, last season, I travel entirely by motor and have been from coast to coast and have not found the roads in any state, generally from the standpoint of safety, up to the standard of the roads in this state. For example, we made the run of Jacksonville to Miami in seven hours with perfect safety which cannot be done in any other state I have travelled—I was glad to find that the bad conditions to which I called attention last fall are being improved, some have been completed.

I congratulate you upon your efficiency and hope for even greater improvements, one of the greatest assets Florida has—wishing you every degree of success I am,

Very respectfully yours,
CASSELL.

Dallas Park Hotel,
Miami.



Fight Tuberculosis—Buy Christmas Seals

Status of Road Construction

Through October 31st, 1931.

Proj. No.	Contractor	Road No.	County	Total Length Miles	Clearing Miles	Grading Miles	Base Miles	Surface Miles	Type	Per Cent Complete
57	R. C. Huffman Const. Co.	3	Nassau-Duval	3.40	3.40	3.08			Grading	95.00
60-A	Convicts	4	Flagler-Volusia	11.76	7.14	4.98			Grading	48.00
60-C	Rutherford Const. Co.	4	Volusia	9.62	9.62	9.62		9.62	Concrete	100.00
72-C	Murphy Const. Co.	28	Flagler	11.79	11.79	11.79			Grading	100.00
76-A	Johnson, Drake & Piper	5	Hillsborough	10.31	10.31	10.31		10.31	Concrete	100.00
77	Van Gordan Const. Co.	1	Wash'ton-Jackson	9.66				9.66	Concrete	95.00
79-A	Convicts	4	Duval	13.31	1.73	1.73			Grading	11.00
80	John J. Quinn Co., Inc.	17	Hillsborough	2.67	2.67	2.67		2.67	Concrete	100.00
81	L. M. Gray	14	Alachua	3.30	3.30	3.30		3.30	R.B.S.T.	100.00
83	E. F. Powers Const. Co.	5	Sarasota	9.20			9.00	0.00	R.B.S.T.	83.00
800-C	Convicts	20	Bay	12.18			12.18	8.09	R.B.S.T.	97.00
815	Convicts	20	Jackson	4.59			4.59	2.25	R.B.S.T.	90.00
823	Manly Const. Co.	35	Madison	12.13			12.13	4.00	R.B.S.T.	90.00
877-B	Convicts	13	Levy	12.58			12.58	5.00	R.B.S.T.	95.00
706-B	T. B. Gillespie, Inc.	28	Putnam	14.91			14.91	6.00	R.B.S.T.	92.00
710-D	John J. Quinn Co., Inc.	17	Hillsborough	.92	.92	.92		.92	Concrete	100.00
779	Convicts	19	Liberty	8.00	8.00	7.00			Grading	85.00
793-C	Convicts	15	Citrus	6.45	4.50	1.00			Grading	18.00
793-D	Convicts	15	Citrus	7.99	7.00	3.76			Grading	40.00
797	Convicts	13	Nassau	9.60	7.90	5.47			Grading	73.00
805	Convicts	25	Hendry	9.42	9.42	5.65			Grading	45.00
806-C	Convicts	25	Hendry	11.00			11.00	6.50	R.B.S.T.	95.00
806-D	Convicts	25	Hendry	12.69			12.69	7.00	R.B.S.T.	95.00
809	Convicts	44	Volusia	5.03	2.31	.55			Grading	15.00
826	Convicts	88	Holmes	10.00	0.00	0.00			Grading	0.00
857	Convicts	53	Santa Rosa	19.30	19.30	19.30		16.00	Sand Asph.	90.00
874	Convicts	49	Union	5.93	5.93	5.45			Grading	95.00
875	Convicts	23	Hernando	10.14	9.14	7.20			Grading	60.00
876-C	Convicts	78	Duval-St. Johns	19.15			19.15	8.87	R.B.S.T.	90.00
892	Fred D. Beasley, Inc.	30	Indian River	13.00			10.77	0.00	R.B.S.T.	60.00
902	Convicts	70	Sumter	12.33	4.93	0.00			Grading	2.00
909-C	A. B. Curry Const. Co.	4-A	Dade	4.38	4.38	4.16		3.94	Concrete	80.00
928	Convicts	15	Citrus	5.50	5.50	5.00			Grading	80.00
947	Convicts	80	Clay	9.00	.27	0.00			Grading	1.00
974-C	Convicts	29	Osceola	18.10	17.92	5.25			Grading	30.00
1013	Convicts	25	Palm Beach	3.60	3.60	.83			Grading	29.00
Total complete September 30, 1931					3328.29	3267.07	1930.88	2785.01		
Complete month of October						18.79	13.85	1.00	19.41	
Total complete October 31, 1931					3347.08	3280.92	1931.88	2804.42		

TOTAL MILEAGE COMPLETE

	Concrete	Brick	B.C.	S.A.	B.M.	Asp.B.	S.T.R.B.	S.T.S.C.	Macasph.
Complete to September 30, 1931	434.62	21.63	54.26	114.61	109.57	23.70	1601.21	336.19	16.81
Complete month of October	2.44						1.63		
Complete to October 31, 1931	437.06	21.63	54.26	114.61	109.57	23.70	1602.84	336.19	16.81

	Sand Asph.	Sand Clay	Marl	Total
Complete to September 30, 1931	37.90	136.69	27.58	2902.77
Complete month of October	.97			5.04
Complete to October 31, 1931	38.87	136.69	27.58	2907.81

Status of Bridge Construction

Through October 31st, 1931.

Project No.	Contractor	Road No.	County	Total Length Feet	Type	Percent Complete
60-B	Fred D. Beasley, Inc.	4	Flagler-Volusia	461.54	Concrete	75.00
66	R. C. Huffman Const. Co.	5	Sarasota	458.57	Concrete and Steel Span	94.00
71	Okeechobee Const. Co.	4	Brevard	174.00	Concrete	99.00
75	National Surety Co.	27	Collier	561.31	Concrete	90.00
801-B	State Forces	102	Union-Bradford	714.50	Concrete	100.00